









The Superintendent of the P. & O. Company informs us that the Company's Steamer *Surat*, with the outward English Mail, left Singapore for here on Tuesday, 9th inst., at 4 p.m.

The Singapore Free Press of 1st inst. says:—We hear that the new Governor of Netherlands India arrived at Batavia on Saturday, 11th inst. The Hon. Mr. van der Werf was enthusiastically received, the day being observed as a General Holiday.

THE AMER.—The report of the sudden death of Abdul Rahman, who has reached London from Hongkong, and been telegraphed to India, is most probably an invention of the Amer's enemies. The Government of India is now within seven days' communication of Calcutta, and nothing was known at Simla yesterday of anything having happened to the Amer.—*Madras Mail*, Sept. 20th.

CRUELTY IN FAVOR OF HONOR.—The *Colon Observer* says:—The Manager of the G. O. H. has received a letter from a Surgeon-Major stationed at Hongkong, who passed through Colombo lately, and who was not pleased with the tea he drank at the Hotel, that he wants to get a similar supply regularly for himself and friends. China tea is no longer so good.

The *Foodon Echo* says:—Killing troubles seem to be the topic of the day among the tea house visitors, and there is free chit-chat among the street coolies on the subject. The literati write their trouble capital, and we firmly believe that they are spreading the news all over the country in order to obtain sympathy from the vulgar. We hope our Council will not fail to bring the heads of the so-called literati to a proper understanding that foreigners should be allowed, even if out of true rights, to have a summer resort in any part of the country, much more so in a place so close to the settlement, as Kullang.

THE P. & O. STEAMERS seem to have had trouble with their Malay seamen at other ports than Hongkong. The *Colon Observer* of 25th ult. says:—On the arrival of the P. & O. S. S. *Cathay* yesterday, the crew of her lower deck refused to work on board any longer as their time had expired, and the Captain declining, they left the ship, but they were taken up by the Harbour Police to-day before Mr. Mason, the Joint Police Magistrate, and charged with desertion. Mr. Mason, after investigating the case, held that he could not order them back on board, as the Captain failed to substantiate his charge by producing any article or agreement that they were bound to work longer.

On the 31st August the coal miners at Newcastle, N.S.W., went out on strike. About 6,000 colliers are now out of employment, and they seem to be very cheerful about it. The direct effects of this strike are already becoming apparent on every hand. Steamship companies are laying their vessels up; foundries and factories have had to close; the price of provisions and other commodities are rising. The strike is paralyzing trade, and threatening industry throughout Australia. About 60,000 tons of shipping are now lying idle in Newcastle, waiting for the termination of the strike. The shipping agents have advised the owners that they expect the strike will last for at least sixty days. Several international steamers have been laid up already, and it is expected that their number will be largely increased.

WHILE everybody at home, says a service contemporary, is best talking, thinking, and waiting about the failure of Admiral Baird's blockade, and what a pity it was that he should be obliged to break up his fleet when the fast cruisers escaped, and thus leave Liverpool to be sacked because London had to be protected, it does not seem to have occurred to people that our foreign possessions were all the time practically undefended. An enemy who, while we were all in dismay at his unchecked presence on our coast, should have been able to detach a *Rodney*, a *Warrior*, and a couple of *Cassards* for foreign raiding, would have been able to do so without hindrance, and would have been able to do so without hindrance, and would have been able to do so without hindrance.

#### AT THE TRIAL OF THE PATSHAN CASE.

The trial of the *Patshan* case created something like a sensation in the European quarter of Canton on Saturday. It is not every day that Her Britannic Majesty's Consul there is called upon to decide a matter of such importance as that in which the genial and well-known Captain Goggin was defendant, nor is it every day that Mr. Chalmers Alabaster is addressed by an Attorney General. The weight of the responsibility put upon the Consul, however, did not seem to have a crushing effect on him. His weariness came along punctually at ten o'clock, dressed in his official frock coat and gold braided cap, and sat down cheerfully to his day's work. The shabby, little, puny-looking Court-room was as hot and stuffy as possible, and was crowded by a perspiring but apparently deeply interested audience. Every door and window was open to admit the slight and stifling fogs of warm, damp wind that wandered over from the direction of the river and mitigated in a small measure the discomfort of the people in the Court-room. But for the sounds of bird and insect life there was complete and almost oppressive silence outside—very unlike what is always experienced in the Supreme Court house, where the voice of the coolie on the street is always heard better than that of the Judge on the bench. The Consul occupied a seat in the middle of a small platform at one end of the room, with Her Butler on his right and the Commissioner of Customs on his left. The Attorney General and Mr. Wilson sat at a small table on the right of the Consul, and at a similar table on the other side of the room sat Mr. Spiny and the reporters. Mr. Jolly, the clerk of Court, had a table to himself between those two. The witnesses in giving their evidence stood at the end of the Attorney General's table. The 'criminal,' who looked as if he had nothing particular troubling his conscience, had a seat facing the Consul in the middle of the room. Behind him were the perspiring audience heretofore mentioned. Mr. Spiny was a little nervous-looking, and the Attorney General was impetuous, as usual. The former having modestly asked what the proper course of procedure should be in a manner which seemed to say 'I

don't pretend to be well up in all these little formalities, you know," proceeded to submit his evidence. His first witness, a tide-waiter, wholly and unreservedly put his foot in it by telling the Attorney General, in answer to a question in cross-examination, that the point referred to was no business of his, and by repeatedly saying in effect that wild horses would not drag any other answer from him, and that though he perished for it he would still maintain that the matter was none of Attorney General's business. The intrepid young officer's way of talking to an Attorney General, as if legal luminaries were as common as peas, made the Court stare. Although Mr. Spiny indicated to the admiring witness as plainly as he could that he ought to answer the question, the tide-waiter, who was really meant to be, he still stood firm, and the audience shuddered at the possible consequences. Mr. O'Malley, who has never been known to lose his temper, did not spoil his record on this occasion, but at the end of the cross-examination he very mildly suggested that the witness should be detained, not to say committed, for 'contumacious refusal to answer questions'—by all of which the witness was made to feel a little uncomfortable, and was induced ultimately to volunteer an apology to the Court and to answer the questions which he had previously refused to answer. Mr. Spiny was for no means an implacable prosecutor. His *ex parte* in *medo* could not be without effect on the gentlemanly and considerate O'Malley himself, although he could not compare with the Attorney General in the matter of fortitude in *re*. Mr. Spiny's confessed ignorance of procedure was sometimes a little trying, and although the Attorney General made every allowance for this and put his opponent right in a number of minor matters, he was at length led to observe gravely that it was not the business of the defence to teach the prosecution how to conduct their case. The Deputy Commissioner of Customs, for example, evidently considered it the correct thing to finish his evidence on one point and then explain to the Court what he was prepared to prove in regard to the next; and he had also a notion that the proper way of 'putting in' documents connected with the case was to simply hand them over to the Court, without going through the formality of proving them. If the first irregularity would have a tendency to protect the case, the second would undoubtedly be in favour of expedition; but of course neither was allowed. The Attorney General's incisive and lawyer-like summing up was listened to with the most attentive and was submitted on all hands to be a masterly presentation of the case for the defence. He unconsciously caused some merriment by a curious *lapsus linguae*. After dealing with the more important points of the case at considerable length, he said in a tone of relief and *adieu*, 'Your Honor, I come to the *frid fish*. The little mistake of substituting fried fish for dried fish was not seen by the learned speaker, and so he kept repeating it with increasing emphasis, until his attention was called to the slip. It was what, to quote the perpetrator, might be called a 'portable, military, military, military, military thing' but it tickled the hearers in a way which showed clearly that they were longing for some kind of relief from the serious and weighty oratory of the afternoon.

THE UNION INSURANCE SOCIETY OF HONGKONG, LIMITED. The fifteenth ordinary meeting of this Society was held this afternoon. Hon. P. Ryrie presided, and there were also present:—Hon. J. Bell-Irving, Hon. B. Layton, Messrs H. L. Dalrymple, E. A. Solomon and N. A. Slots, directors; and Messrs J. H. Cox, Ho Tung, F. T. P. Roster, L. L. Dalrymple, and Captain E. B. Brien, shareholders, and Mr. N. J. Ede, Secretary. The Chairman said:—The report and accounts have been before you for some time, and as usual with this Company, as with others in the Colony, there is no necessity, unless my member wishes it, that they should be read. The accounts for 1887 are not so satisfactory, I regret to say, as those of previous years, our losses having been unusually numerous. It unfortunately happens that bad years occur now and again. We had one in 1874. On the other hand, you will be pleased to see that the prospects for the current year, as they can be known at present, are very good. Our premium receipts for 1887 exceeded those of 1886 by \$49,041, and those of 1888 to 30th September are larger than in the corresponding period of 1887 by about \$33,000. This is a satisfactory feature as an indication of the continued support of our shareholders. There are two items in the balance sheet to which I would draw your attention, viz., Exchange fluctuation account and Investment fluctuation account. Hitherto our sterling values have been converted into dollars at an exchange higher than the ruling quotation at the time of closing the books, and our securities have been valued at what they cost. The Board however thinks it best to show these accounts in the present and more usual form. You will notice the addition of \$21,500 to the Reserve fund, which brings up the total to \$699,500. I take the opportunity to say that the Board has been very much pleased to see that a great deal has lately appeared in some of the Home papers regarding the China Companies. Several incorrect statements have been made apparently with the object of injuring the China Companies, and among other things it has been said that they have hardly any resources to fall back upon in event of bad times. Our shareholders and all those connected with China Insurance Companies are acquainted with the constitution and resources of these companies, but as the statements I have referred to may mislead the general public in other parts of the world, I have thought it right to allude to this point. Another thing that has been said is that in event of a call becoming necessary there would be difficulty in finding some of the shareholders and getting them to respond. I need hardly tell you, gentlemen, who understand these things, that to us out here it is no business of the report and accounts moved the adoption of the report and accounts as presented by the Board. Mr. Ho Tung seconded, and the motion was carried unanimously. Mr. Foster moved the re-election of Hon. P. Ryrie and Hon. J. Bell-Irving as directors. Mr. Dickson seconded, and the motion was carried.

The Chairman proposed that Messrs Cox and Lyall be re-elected auditors for the coming year. Captain Brien seconded, and the motion was carried.

#### CORRESPONDENCE.

##### THE LATE TURNKEY PEREIRA.

To the Editor of the 'CHINA MAIL.'

Hongkong, 10th October, 1888. Sir,—The Public of Hongkong are perfectly acquainted with the circumstances connected with the death of the late Assize Clerk, Turnkey C. Pereira, and I believe fully appreciated the determination and gallantry which led him to sacrifice his life in the performance of his duty. But the Public are probably not equally aware that Mr. Pereira had served this Colony zealously and with an unblemished character for 27 years in the Local Gunpowder and in the Gao Service, and that he has left a widow and five children, the youngest a child in arms, utterly unprotected.

It has been suggested that the community might be appealed to, to assist in raising a Trust Fund for the support of this deserving family and for the education of the children.

Subscriptions will be thankfully received at the Hongkong and Shanghai Bank by the manager, Mr. T. Jackson, who has also kindly undertaken the management of the Trust Fund. Subscribers may also be kindly permitted to place in the Hongkong Club, at Messrs Lind, Crawford & Co., and Messrs Kelly and Walsh.

Subscriptions will be acknowledged in the Local Press.

It seems to me unnecessary to add a single word in favour of what one must recognize as being a good, worthy and deserving cause.

In addition to a grant from the charitable allowance fund to meet immediate expenses, the Governor has expressed the intention of asking the Legislative Council for a vote of \$2,000 for this purpose, and his willingness to contribute \$50 to a private subscription list. I am, Sir, yours faithfully,

A. GORDON, Major-General, Superintendent Victoria Gaol.

#### THE FOREIGN MAIL STEAMERS ORDINANCES.

PETITION TO THE QUEEN BY THE HONGKONG CHAMBER OF COMMERCE.

The following is the petition against the Foreign Mail Steamers Ordinances, which the Hon. P. Ryrie stated at last meeting of the Legislative Council had been prepared by the Chamber of Commerce, and was to be forwarded to Her Majesty the Queen.

It was despatched, we believe, to-day by His Excellency the Governor per the English Mail.

To Her Most Gracious Majesty THE QUEEN.

The Humble Petition of the Bankers, Merchants, Traders and others constituting the Chamber of Commerce of the Colony of Hongkong, in and for the City of Hongkong, sheweth, That since the year 1880, there has been annually passed by the Legislative Council of Hongkong, an Ordinance conferring upon the Steamers of the Companies des Messageries Maritimes, employed by the French Post Office in service of the Colony, all the rights, privileges and immunities of vessels of war.

That in 1886 and 1887 similar Ordinances, conferring like privileges and immunities on the steamers of the Norddeutscher Lloyd, subsidized by the Imperial Government, were passed by the said Legislative Council.

That these Ordinances have been passed year after year in spite of the representations and remonstrances of this Chamber, and objections of the unofficial members of the said Legislative Council, and in spite of the authority of Your Majesty's Secretary of State for the Colonies and by the votes of the official members of Council.

That this year the said Ordinances have been renewed for another year, with all the usual with this Company, as with others in the Colony, there is no necessity, unless my member wishes it, that they should be read. The accounts for 1887 are not so satisfactory, I regret to say, as those of previous years, our losses having been unusually numerous. It unfortunately happens that bad years occur now and again. We had one in 1874. On the other hand, you will be pleased to see that the prospects for the current year, as they can be known at present, are very good. Our premium receipts for 1887 exceeded those of 1886 by \$49,041, and those of 1888 to 30th September are larger than in the corresponding period of 1887 by about \$33,000. This is a satisfactory feature as an indication of the continued support of our shareholders. There are two items in the balance sheet to which I would draw your attention, viz., Exchange fluctuation account and Investment fluctuation account. Hitherto our sterling values have been converted into dollars at an exchange higher than the ruling quotation at the time of closing the books, and our securities have been valued at what they cost. The Board however thinks it best to show these accounts in the present and more usual form. You will notice the addition of \$21,500 to the Reserve fund, which brings up the total to \$699,500. I take the opportunity to say that the Board has been very much pleased to see that a great deal has lately appeared in some of the Home papers regarding the China Companies. Several incorrect statements have been made apparently with the object of injuring the China Companies, and among other things it has been said that they have hardly any resources to fall back upon in event of bad times. Our shareholders and all those connected with China Insurance Companies are acquainted with the constitution and resources of these companies, but as the statements I have referred to may mislead the general public in other parts of the world, I have thought it right to allude to this point. Another thing that has been said is that in event of a call becoming necessary there would be difficulty in finding some of the shareholders and getting them to respond. I need hardly tell you, gentlemen, who understand these things, that to us out here it is no business of the report and accounts moved the adoption of the report and accounts as presented by the Board.

That the same privileges and immunities have been extended by Your Majesty to the German Mail steamers out of friendship and comity, but are dependent upon the existence and continuance of the said Postal Convention and of the support of the Imperial Government of the French Mail steamers, as appears from a despatch of Your Majesty's Secretary of State for Foreign Affairs dated 26th April 1886, by which, as it has been erroneously supposed and believed, Your Majesty became bound to grant to all French Mail steamers, in all ports and places in your Majesty's Dominions, the said rights, privileges and immunities.

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are claimed, is strictly limited by the express words of that article to 'packets employed by the British Post Office or by the French Post Office in execution of Articles I and II of the Convention,' that is to say, to packets and national vessels of the property of Government 'or vessels chartered or subsidized by Government' running between Dover and Calais or between ports in France or Algeria on the one side and the ports of the United Kingdom of Great Britain and Ireland on the other, and do not include merchant vessels plying between these ports, although carrying mails, nor to packets, whether national vessels or vessels chartered or subsidized, running to other ports or places out of the United Kingdom of Great Britain and Ireland.

Your Petitioners respectfully call Your Majesty's attention to Article VI of the said Convention and point out to Your Majesty that the packets to be privileged under Article V were not intended to carry cargo but only mails, and that it was a special privilege conferred by the Convention that they were permitted to take and carry specie, gold and silver bullion, and passengers with their wearing apparel and luggage, and they only upon certain conditions.

The Messageries Maritimes, upon which, and upon other vessels of the same company, the Legislative Council of Hongkong have conferred the rights, immunities and privileges of men of war, under the assumed authority of the Imperial Government, have been thus enabled to carry on their trade in the ports of the Colony, and to the detriment of the property of a private company and not of the French Government; they are not 'packets' in the sense of the Convention; they are trading, not between ports in France or Algeria and ports in the United Kingdom of Great Britain and Ireland, but between the ports of the Colony and Yokohama in the empire of Japan and their terminal ports. They only call in at Hongkong on their way to and from the above terminal ports. They carry large quantities of merchandise on every voyage, competing successfully with the vessels of your Majesty's subjects. They are not within Articles I and II of the Postal Convention of 1856 and they are, therefore, not within the scope of Article V, which is strictly limited in its application to 'packets employed by the British Post Office in execution of Articles I and II of that Convention.'

As regards the steamers of the Norddeutscher Lloyd's Company on which similar rights and immunities have been by ordinance conferred, your Petitioners are aware that these privileges have not been conferred under any convention but as a matter of friendship and good will, at the request of the Imperial Government of Germany, but your Petitioners must respectfully submit to Your Majesty that the rights given by the ordinance of which they now complain are not those which should be given to the Imperial German Government in the memorandum dated Berlin 24th February 1886, submitted to Your Majesty's Minister of Foreign Affairs, and far in excess of those promised in the Foreign Office despatch addressed to the German Ambassador, in reply, dated 25th April 1886.

The Imperial German Government asked simply for immunity from process for German Criminals on board German mail steamers in our ports, and your Majesty's Government promised to give every possible facility to the Imperial German Government, provided that immunities should be given to the Imperial German Government, and agents to give 'all necessary facilities to the local authorities in relation to customs regulations and judicial process and not to claim or exercise the privilege in question to the detriment of public justice.'

It is claimed that judicial process might still issue, but the ordinance that has been passed in Hongkong, by conferring on German mail steamers all the rights, privileges and immunities of men-of-war, puts them entirely and at once outside and beyond the jurisdiction of our Courts, and prevents the Courts from even entertaining any application for process to issue under any circumstances.

French mail steamers enjoy in like manner a complete immunity from legal process, and in cases in which American, Austrian, Italian or English mail steamers would necessarily and properly be subject to arrest, detention and search, the German and French mail steamers are needlessly exempted from the delay, the expense and the annoyance. An English steamer may have been run down in the very harbour; an absconding debtor have intentionally taken refuge on board a vessel of the Messageries Maritimes; a heavy loss be sustained on the Colony, and in 1879, and your Majesty's subjects are in such cases deliberately deprived of their rights and remedies under a Convention which, as has already been pointed out, does not apply to this part of the world or to cargo-carrying steamers, and which Convention has never been assented to by your Majesty's Government in England and could not, as appears from the decision in the case of the *Parliament*, be enforced in any part of the United Kingdom, although especially applicable there.

Your Petitioners further most humbly point out to your Majesty that in the Postal Convention of 1856 is not and would not be recognized and enforced, that in Calcutta it appears to be unknown, that your Majesty's loyal subjects in Singapore, Penang, Rangoon, Colombo, Madras and Kurrachee feel equally aggrieved with your Majesty's subjects in Hongkong, and that your Majesty's subjects are in such cases deliberately deprived of their rights and remedies under a Convention which, as has already been pointed out, does not apply to this part of the world or to cargo-carrying steamers, and which Convention has never been assented to by your Majesty's Government in England and could not, as appears from the decision in the case of the *Parliament*, be enforced in any part of the United Kingdom, although especially applicable there.

Your Petitioners humbly submit that this exemption from legal liabilities and restraints, this freedom from port regulations, not only confers upon the cargo-carrying steamers of the Messageries Maritimes and Norddeutscher Lloyd Companies, prestige and standing in the eyes of the Chinese, but so facilitates their business as to enable them to carry on the trade of the Colony at a lower cost than the vessels of your Majesty's subjects, and to the detriment of the property of a private company and not of the French Government; they are not 'packets' in the sense of the Convention; they are trading, not between ports in France or Algeria and ports in the United Kingdom of Great Britain and Ireland, but between the ports of the Colony and Yokohama in the empire of Japan and their terminal ports. They only call in at Hongkong on their way to and from the above terminal ports. They carry large quantities of merchandise on every voyage, competing successfully with the vessels of your Majesty's subjects. They are not within Articles I and II of the Postal Convention of 1856 and they are, therefore, not within the scope of Article V, which is strictly limited in its application to 'packets employed by the British Post Office in execution of Articles I and II of that Convention.'

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The Imperial German Government asked simply for immunity from process for German Criminals on board German mail steamers in our ports, and your Majesty's Government promised to give every possible facility to the Imperial German Government, provided that immunities should be given to the Imperial German Government, and agents to give 'all necessary facilities to the local authorities in relation to customs regulations and judicial process and not to claim or exercise the privilege in question to the detriment of public justice.'

It is claimed that judicial process might still issue, but the ordinance that has been passed in Hongkong, by conferring on German mail steamers all the rights, privileges and immunities of men-of-war, puts them entirely and at once outside and beyond the jurisdiction of our Courts, and prevents the Courts from even entertaining any application for process to issue under any circumstances.

French mail steamers enjoy in like manner a complete immunity from legal process, and in cases in which American, Austrian, Italian or English mail steamers would necessarily and properly be subject to arrest, detention and search, the German and French mail steamers are needlessly exempted from the delay, the expense and the annoyance. An English steamer may have been run down in the very harbour; an absconding debtor have intentionally taken refuge on board a vessel of the Messageries Maritimes; a heavy loss be sustained on the Colony, and in 1879, and your Majesty's subjects are in such cases deliberately deprived of their rights and remedies under a Convention which, as has already been pointed out, does not apply to this part of the world or to cargo-carrying steamers, and which Convention has never been assented to by your Majesty's Government in England and could not, as appears from the decision in the case of the *Parliament*, be enforced in any part of the United Kingdom, although especially applicable there.

Your Petitioners further most humbly point out to your Majesty that in the Postal Convention of 1856 is not and would not be recognized and enforced, that in Calcutta it appears to be unknown, that your Majesty's loyal subjects in Singapore, Penang, Rangoon, Colombo, Madras and Kurrachee feel equally aggrieved with your Majesty's subjects in Hongkong, and that your Majesty's subjects are in such cases deliberately deprived of their rights and remedies under a Convention which, as has already been pointed out, does not apply to this part of the world or to cargo-carrying steamers, and which Convention has never been assented to by your Majesty's Government in England and could not, as appears from the decision in the case of the *Parliament*, be enforced in any part of the United Kingdom, although especially applicable there.

Your Petitioners humbly submit that this exemption from legal liabilities and restraints, this freedom from port regulations, not only confers upon the cargo-carrying steamers of the Messageries Maritimes and Norddeutscher Lloyd Companies, prestige and standing in the eyes of the Chinese, but so facilitates their business as to enable them to carry on the trade of the Colony at a lower cost than the vessels of your Majesty's subjects, and to the detriment of the property of a private company and not of the French Government; they are not 'packets' in the sense of the Convention; they are trading, not between ports in France or Algeria and ports in the United Kingdom of Great Britain and Ireland, but between the ports of the Colony and Yokohama in the empire of Japan and their terminal ports. They only call in at Hongkong on their way to and from the above terminal ports. They carry large quantities of merchandise on every voyage, competing successfully with the vessels of your Majesty's subjects. They are not within Articles I and II of the Postal Convention of 1856 and they are, therefore, not within the scope of Article V, which is strictly limited in its application to 'packets employed by the British Post Office in execution of Articles I and II of that Convention.'

be called upon to give in these days of strong competition and bounty-free-trade; and that the reasonable demands of the French and German Governments for certain privileges may be fully provided for without conferring rights so extensive in their nature as those now granted.

And Your Petitioners therefore humbly pray, That Your Majesty will be graciously pleased to disallow Ordinances No. 18 of 1888, passed by the Legislative Council of Hongkong on the 20th day of August 1888, copies of which are herewith annexed.

#### THE CHINA STATION.

A correspondent from Hong Kong, under date of July 14, writes to the *Army and Navy Gazette*:—The summer at Hong Kong has hitherto been anything but an agreeable one, as it has been so wet and depressing, more so than in any other year experienced even during the worst months of the year. To make matters worse, there has been a good deal of sickness abroad, and several deaths among the foreign population from cholera have occurred, but there is no appearance of it in an epidemic form, and every case can be properly well accounted for. The prison and police barracks, and streets near them, seem to have been the unfavourable locality, and they procure their water supply from the Glenelyn Reservoir, near which a great number of coolies are at work upon new houses; and it was found that the roads and plantations are much more contaminated to a very great extent by these coolies. No wonder the water was so fatal. In a few months the Tytan Waterworks will be opened, when we trust all danger from contamination will be over.

With the large increasing Chinese population it will be imperatively necessary to attend more to sanitary arrangements; the city even now contains far too many Chinese, and consequent overcrowding. The *Impress*, the new flagship, arrived on the 22nd ult., and left homeward on the 30th, as two fatal cases of cholera had occurred on board. Both could be traced to indications, such as exposure to the sun, bathing in a contaminated stream that passed through a lot of highly-manured Chinese market-gardens. Besides, the *Impress* was not provided with having some 100 super-numeraries on board, and to make matters simply like an oven, compared with other ships. I have been particular to mention that nearly every case of cholera could be traced to some special cause, so as to allow fears among the friends of the army and navy, that there is anything approaching an epidemic of cholera, and to make matters worse, the cholera has become more settled and drier, it has almost died out, and all danger is over. Out of some 1,500 troops stationed here, there has been no fatal case. In my last letter to you, I gave some advice about what to do, and, &c., should bring out with them in the shape of clothes, and the expenses of living here. I would advise the officers of ships coming to this station to rough it out on the way out, so as to be able to engage all Chinese servants on arrival, they are so far better than English ones, always look clean and cool, and can cater and meet so much better, and they do not feed upon the best things like the ordinary English 'beauties' do. The Chinaman is content with his own food, and seldom, if ever, touches the men's food. Our English messes are invariably handicapped by the white servants who eat up all the best food, and the best things. If obliged to have English servants, they should have their men hours before and after the officers. It makes a wonderful difference. They are not quite equal, as a rule, to two meals quite close to one another, and the consequence is indigestion, &c., are saved, and not a few are quizzing servants. The *Impress* lost another crew member after leaving here, from cholera, and had many cases of bad diarrhoea; but since arriving in a cooler climate, matters have greatly improved. The health of the naval forces at Hongkong is now very good, in spite of the trying climate.

#### NEWS BY THE FRENCH MAIL.

The M. M. steamer *Sagittaire*, with the French mail of September 8, arrived here this morning. We take the following telegrams from our exchanges:—

GREYCE AND TURKEY. Constantinople, Sept. 22.—The Greek Government has sent a sharp note to Turkey on account of the seizure of a Greek vessel at Chi engaged in sponge fishing



## Intimations.

**HONGKONG RIFLE ASSOCIATION.**  
PROGRAMME OF THE SIXTH RIFLE  
MEETING  
TO BE  
HELD AT KOWLOON,  
ON  
FRIDAY, NOVEMBER 9th,  
AND  
SATURDAY, NOVEMBER 10th, 1888.  
AGGREGATE VALUE OF PRIZES.

Competitions open to all-comers.  
1. ALL-COMERS.—1st Stage, distance 200 yards. 2nd Stage, distance 300 yards. No. of shots, seven at each. Entrance fee, 30 cents at each. Unlimited entries, but competitors not allowed to take more than one prize at each distance. 20 prizes, presented by the Association; aggregate value, \$122.00.  
2. ANY RIFLE.—Distance, 800 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.  
3. ASSOCIATION.—For ANY RIFLE.—Distance, 900 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.  
4. CADER'S PRIZE.—Presented.—Open to pupils of Hongkong Public School under 16 years of age. No. of shots, ten. Entrance fee, \$1.00. Two prizes.  
5. PRESIDENT'S.—Distance, 300 yards. No. of shots, seven. Entrance fee, \$1.00. Three prizes.

6. QUEEN'S 1st STAGE.—Distance, 200, 500 and 600 yards. No. of shots, seven at each. Entrance fee, \$1.00. Three prizes.  
7. QUEEN'S 2nd STAGE.—Distance, 500 and 600 yards. No. of shots, ten at 500 yards, fifteen at 600 yards. Two prizes.  
8. QUEEN'S 3rd STAGE.—Distance, 800 and 900 yards. No. of shots, ten at each. Entrance fee, \$1.00. Two prizes.  
9. LADIES.—Open to Lady Members or their nominees. Distance, 300 yards. No. of shots, seven. Entrance fee, none. Five prizes.

Aggregates open to all-comers.  
10. VOLUNTEER AGGREGATE.—Restricted to efficient Volunteers, whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.  
11. CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.  
12. POLICE AGGREGATE.—Restricted to members of the Police Force whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Four prizes.  
13. ALL-COMERS AGGREGATE.—For competitors whose respective scores in the two stages in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.  
14. LONG RANGE AGGREGATE.—For competitors whose respective scores in the 'Any Rifle' and 'Association' make up the highest aggregate. Entrance fee, \$1.00. Two prizes.

Aggregates open to Members.  
15. FARWELL CUP.—Silver cup presented by the Civilian Members of the Hongkong Rifle Association. Open to the Officers of the 55th Regt., and to be won by the highest aggregate score made in the 1st Stage Queen's. Entrance fee, none.  
16. NUBSEY AGGREGATE.—Restricted to competitors who have never won a First or Second prize at any previous prize meeting in Hongkong, and whose respective scores at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregate. Entrance fee, \$1.00. Two prizes.  
17. HANDEY AGGREGATE.—For competitors whose respective scores (with monthly challenge cup points added) at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregate. Entrance fee, \$1.00. Two prizes.  
18. QUEEN'S AGGREGATE.—For competitors whose respective scores in the 'Queen's three stages' make up the highest aggregate. 1st Stage 200, 500 and 600 yards. 2nd Stage 500 and 600 yards. 3rd Stage 800 and 900 yards. 1st Prize, Silver Cup presented, value \$100. 9 money prizes.

In connection with the above, 3 Extra Money Prizes for aggregates in 1st, 2nd, and 3rd stages.  
Also, A MAJOR RIFLE with 300 rounds of ammunition, presented, for the competitor whose scores in 'All-comers', 'President's', and 'First' and 'Second Stages' make up the highest aggregate. Winner of Cup excluded from taking this prize. Entrance fee, \$2.00.  
SWEEPSTAKES at Running Man and Vanishing Rabbit. Open to all-comers during the meeting. Any Rifle.  
Pools at 200, 500 yards and Snapper. Open to all comers, M.H. Rifle or Carbine.

Conditions etc.  
1. To avoid delay, intending competitors are strongly advised to enter and obtain tickets for the various competitions before the date of the meeting. Application to be made to the Hon. Secretary, Hongkong Club.  
2. Post entries will be accepted on the ground.  
3. Paper or sliding wind-gauges on above, are not allowed.  
Persons wishing to join the H.R. Association should send their names, with that of proposer and second, to the Hon. Secretary not later than Thursday, noon, 8th November.  
Entrance fee \$5.00. Ladies \$1.00.  
The above programme subject to alteration. Programmes will be issued in the course of two or three weeks.

A SHELTON HOOPER,  
Hon. Secretary,  
Hongkong Club,  
Hongkong, October 6, 1888. 1682

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.

Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is now ready,

and may be had at the

Office of this PAPER,

Messrs. LANE, CRAWFORD &amp; Co.'s,

Messrs. KEMP &amp; WILSON's,

And Mr. W. B. BARNES's.

Price, . . . . . 50 Cents.

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INDEX

TO THE

## Insurances.

**QUEEN FIRE INSURANCE COMPANY.**  
THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
NORTON & Co.,  
Agents.  
Hongkong, July 15, 1887. 1340

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**  
THE Undersigned, AGENTS for the above Company, are authorized to insure against FIRE at Current Rates.  
GILMAN & Co.,  
Agents.  
Hongkong, January 1, 1882. 14

**THE LONDON ASSURANCE.**  
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872. 498

## Mails.

**CANADIAN PACIFIC STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship ALBANY, A 2,276 Tons Register, PORTER, Commander, will be despatched for VANCOUVER, B.C. and KOREA and YOKOHAMA, on THURSDAY, the 25th Instant, at 3 p.m. To be followed by the S.S. SATSUKI, on the 15th November, and S.S. PARATHIA, on the 13th December.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
First-class Fares granted as follows:—  
To Vancouver & Victoria, Mex. \$160.00  
To San Francisco, Mex. 175.00  
To all common points in Can. 230.00  
To the United States 230.00  
To Liverpool 300.00  
To London 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.  
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central, C. D. HARMAN, Agent.  
Hongkong, September 27, 1888. 1610

**NORDDEUTSCHER LOYD.**  
NOTICE.  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 28th day of October, 1888, 10 a.m., at the Company's Steamship NEOKAI, Capt. H. SUTHER with MAILS, PASSENGERS, SPECIE, and CARGO will leave this port as above, sailing at 10 a.m.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th October a.c. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.  
For further Particulars, apply to MELOCHERS & Co., Agents.  
Hongkong, October 1, 1888. 1637

**PUBLICATIONS.**  
'CHINA MAIL' OFFICE.  
CHINA REVIEW—published once in Two Months.  
OVERLAND CHINA MAIL—for every Weekly Mail.  
CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.  
'CHINA MAIL' OFFICE,  
2, Wyndham Street (behind the Club).

**SAILOR'S HOME.**  
ANY SORT OF CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.  
Hongkong, July 25, 1887.

## Mails.

**NOTICE.**  
COMPAGNIE DES MESSEAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAYKE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 17th October, at Noon, the Company's Steamship AYLA, Commandant DE FANON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted until Noon.  
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 16th October, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX, Agent.  
Hongkong, September 28, 1888. 1617

**Occidental & Oriental Steamship Company.**

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 17th October, at 3 p.m.  
Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.  
First-class Fares granted as follows:—  
To San Francisco \$200.00  
To San Francisco and return, 350.00  
To Liverpool 325.00  
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.  
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central, C. D. HARMAN, Agent.  
Hongkong, September 27, 1888. 1610

**NORDDEUTSCHER LOYD.**  
NOTICE.  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

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**SAILOR'S HOME.**  
ANY SORT OF CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.  
Hongkong, July 25, 1887.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked J., near the Kowloon shore K., and those in the body of the Harbour H.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.  
Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>						
Amey	3 h Kohler	Ger. str.	815 Oct.	9 Siemens & Co.	Shanghai	To-morrow
Amphitrite	4 c Lomouch	A-Hun. str.	2486 Oct.	4 A-Hungarian Lloyd S. N. Co.	Bombay, &c.	To-morrow
Chow-chow-foo	3 c Wendt	Ger. str.	796 Oct.	8 Melchers & Co.	Newchwang	To-day
Clara	2 h Christensen	Ger. str.	674 Oct.	10 Siemens & Co.	Haiphong	To-day
Crusader	3 c Ogston	Brit. str.	948 Sept.	25 Say Sing	30 Olmeca	To-day
Dafila	3 c Nielson	Brit. str.	535 Oct.	4 Melchers & Co.	Saigon	To-day
Dabung	2 h Bertelsen	Brit. str.	2000 Oct.	10 Jardine, Matheson & Co.	Singapore	To-morrow
Daitan	3 c Dako	Brit. str.	1182 Oct.	10 Douglas Steamship Co.	Coast Ports	To-morrow
Kutsang	3 c Slessar	Brit. str.	1495 Oct.	9 Jardine, Matheson & Co.	Shanghai	To-morrow
Kwang Lee	3 h Andrew	Brit. str.	1508 Oct.	10 M. S. N. Co.		
Lombardy	2 h Preston	Brit. str.	1671 Oct.	10 P. & O. S. N. Co.		
Metopodia	3 h Purvis	Brit. str.	1454 Oct.	10 Takasima Colliery Agency		
Mongkut	2 h Anderson	Brit. str.	850 Oct.	4 Carlowitz & Co.		
Northern	3 h Nielson	Norw. str.	339 Oct.	8 Hop Hing Hong		
Oceanic	5 c Metcalfe	Brit. str.	3806 Oct.	30. & O. S. S. Co.	San Francisco	17th inst.
Pilot Fish	6 h Stopai	Brit. tug.	161 Sept.	27 H. K. & W. Dock Co.	Shanghai	To-day
Saghalien	5 c Homery	Fch. str.	2550 Oct.	9 Messageries Maritimes	Shanghai	To-morrow
Strathleven	5 c Pearson	Brit. str.	1888 Oct.	10 Jardine, Matheson & Co.	Bombay, &c.	13th inst.
Stura	5 c Cabrera	Brit. str.	1603 Oct.	10 Gibb, Livingston & Co.		
Triumph	5 c Mora	Ger. str.	674 Oct.	7 W. & L. G. Co.		
Velox	3 h Wulf	Ger. str.	636 Oct.	8 Edward Schellhass & Co.	Newchwang	12th inst.
Verona	5 c Horne	Brit. str.	1876 Oct.	5 P. & O. S. N. Co.	Yokohama	
Vissayas	4 c Ajubita	Span. str.	406 Oct.	8 Chinese	Touron	
Wormera	5 c Bruhn	Ger. str.	612 Oct.	6 Wisler & Co.		
Wingsang	5 c Croix	Brit. str.	1517 Oct.	7 Jardine, Matheson & Co.		
Zambesi	5 c Parsons	Brit. str.	1563 Oct.	4 Adamson, Bell & Co.		
<b>Sailing Vessels</b>						
Adolph	5 h Westergaard	Ger. bge.	807 Aug.	5 Order		
Carrier Dove	5 h Brit	Ger. bge.	1026 Oct.	7 Captain		
Dione	10 Petersen	Norw. bge.	767 Oct.	2 Order		
Figaro	3 h Heuzel	Ger. bge.	1097 Oct.	6 Melchers & Co.		
Fortune	5 c Soderstrom	Ger. bge.	447 Sept.	28 Chinese		
Goliath	5 c Simpson	Siam. bge.	534 Sept.	6 Chinese		
Gov. Goodwin	5 c Piray	Amer. str.	1459 Oct.	11 Adamson, Bell & Co.		
Great Admiral	4 c Rowell	Amer. str.	1406 Sept.	13 Russell & Co.		
Hadis E. Tapley	3 c McConnochy	Brit. bge.	907 Aug.	5 Gibb, Livingston & Co.	Saidakan	
Hai Cheong	3 h Thomson	Brit. bge.	325 Sept.	4 Chinese		
Honolulu	5 c Leary	Brit. str.	1599 Oct.	2 Melchers & Co.		
Iron	5 c Regnier	Fch. bge.	542 Oct.	9 Order		
John McLeod	3 c Stuart	Brit. str.	1509 Sept.	21 Siemens & Co.		
John M. Blake	3 c Faulkner	Brit. str.	1778 Oct.	8 Order		
Leading Wind	5 c Hindley	Amer. str.	1159 Oct.	9 Russell & Co.		
Leopold	5 c Wood	Brit. str.	610 Aug.	5 Carlowitz & Co.		
Memoria	5 c Corning	Brit. str.	1492 Sept.	10 Siemens & Co.		
Napactes	5 c Levitt	Brit. str.	1299 Oct.	4 Order		
P. N. Blanchard	3 c Blanchard	Amer. str.	1503 Sept.	25 Siemens & Co.		
Penshaw	3 h Inokay	Brit. bge.	729 Sept.	16 Lane, Crawford & Co.		
Wakefield	5 c Crowell	Amer. bge.	842 Oct.	4 Russell & Co.		
Win. H. Conner	3 c Butman	Amer. str.	1432 Sept.	10 Fatau & Co.		
Young Siam	5 h Kock	Siam. bge.	759 June	17 Chinese		

## Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Acherity	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Hakodate
Andacious	despatch-vessel	1600	10	4380	Capt. John B. Warren	Singapore
Andalusian	gunboat 2nd class	2380	14	2590	Lieut.-Com. Ed. T. Maxwell	Shanghai
Constantine	gunboat 3rd class	2380	10	2420	Capt. L. G. Keppel	Hakodate
Corinthian	gunboat 2nd class	2380	10	2420	Capt. Henry H. Boys	Hakodate
Rak	gunboat 2nd class	2380	10	2420	Lieut.-Com. Reginald Y. Smith	Canton
Report	gunboat 2nd class	2380	10	2420	Lieut.-Com. Denison	Manila
Firebrand	gunboat 2nd class	2380	10	2420	Capt. Chas. J. Balfour	Hakodate
Heroine	gunboat 2nd class	2380	10	2420	Commander William H. May	Hakodate
Impetuous	gunboat 2nd class	2380	10	2420	Capt. M. J. Dunlop	Hakodate
Leander	gunboat 2nd class	2380	10	2420	Commander W. Marrack	Hakodate
Lionel	gunboat 2nd class	2380	10	2420	Lieut.-Com. W. M. Maturin	Hongkong
Martin	gunboat 2nd class	2380	10	2420	Commander J. H. Martin	Hakodate
Mutine	gunboat 2nd class	2380	10	2420	Commander R. W. White	Hakodate
Porpoise	gunboat 2nd class	2380	10	2420	Commander W. U. Moore	Hakodate
Rambler	gunboat 2nd class	2380	10	2420	Lieut.-Com. W. M. Maturin	Hakodate
Rattler	gunboat 2nd class	2380	10	2420	Lieut.-Com. W. M. Maturin	Hakodate
Sapphir	gunboat 2nd class	2380	10	2420	Lieut.-Com. W. M. Maturin	Hakodate
Satellite	gunboat 2nd class	2380	10	2420	Lieut.-Com. W. M. Maturin	Hakodate
Soloist	gunboat 2nd class	2380	10	2420	Lieut.-Com. W. M. Maturin	Hakodate
Swift	gunboat 2nd class	2380	10	2420	Lieut.-Com. W. M. Maturin	Hakodate
Torpedo Boat No. 35	receiving ship	5157	14	—	Com. Richard Bingham	Hakodate
Torpedo Boat No. 36	receiving ship	5157	14	—	Lieut.-Com. A. D. Davenhill	Hakodate
Victor Eumano	receiving ship	5157	14	—	Lieut.-Com. Wobber	Hakodate
Wanderer	receiving ship	5157	14	—	Commander Maxwell, A.D.C.	Hakodate
Wivern	receiving ship	5157	14	—	Commander McArthur	Hakodate

\* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Abtao	Chilian gunboat	1015	—	—	Captain Fernandez	Amoy
Alcantara	Russian gunboat	809	—	—	Captain Paronoga	Nagasaki
Aragon	Spanish cruiser	1903	—	—	Captain D. E. Zubaga	Manila
Aspio	French gunboat	479	4	450	Commander Malagort	Shanghai
Aurora	Austro-Hungarian cruiser	1439	—	—	Captain Franz Muller	Whampoa
Blascan	German cruiser	2800	—	—	Captain Schmidt	Singapore
Bobra	Russian cruiser	1100	—	—	Captain Menaschoff	Nagasaki
Brooklyn	U. S. frigate	3900	14	1200	Flagship of Admiral Chandler	Nagasaki
Combe	French gunboat	475	4	450	Lieut.-Commander Martel	Quinhon
Dmitry Donakoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewell	Kobe
Faana	Austro-Hungarian frigate	1909	—	—	Capt. E. Von Wohlgemuth	Hongkong
India	Portuguese transport	1309	—	—	Captain Gugno	Macao
Itis	German gunboat	463	—	—	Captain Eickstedt	Chemulpo
Jannata	U. S. cruiser	1900	—	—	Lieut.-Com. Wies	Singapore
Lutin	French gunboat	485	4	425	Captain Ney	Touran
Manila	Spanish gunboat	—	—	—	Capt. J. M. Padriann	Manila
Marion	U. S. corvette	1900	7	1170	Commander McCall-Miller	Yokohama
Monocory	U. S. sloop	1379	6	1470	Commander H. Glas	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Motzoff	Corea
Nayevdink	Russian cruiser	1330	9	330	Captain Zarine	Nagasaki
Onaka	U. S. corvette	2400	12	1150	Capt. McNair	Shanghai
Palos	U. S. gunboat	429	6	600	Lieut.-Com. Craig	Kobe
Parosval	French gunboat	—	—	—	Lieut. M. Foret	Yokohama
Plavier	French gunboat	540	—	420	Lieut.-Commander Fourast	On a cruise
Primauguet	French cruiser	2200	15	2270	Captain Veru	Japan
Rio Lima	Portuguese gunboat	540	—	—	Captain Rafael d'Andrade	Macao
Siroboh	Russian cruiser	900	1	1000	Commander Soutierff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhaas	Singapore
Turonea	French frigate	5889	19	4250	—	Japan
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Vipare	French gunboat	480	4	425	—	Yokohama
Vitias	Russian corvette	2960	12	—	—	Amoy
Vestok	Russian gunboat	—	4	240	Commander Mulchonsky	Vladivostock
Wolf	German gunboat	354	6	345	Captain Credner	Shanghai
Zilveren Krui	Dutch corvette	2310	—	—	Captain Teekes	On a cruise